
Local/Regional Plans

Overview and Table of Contents

State, local, and regional plans provide a framework for the development of Washington's transportation system. Included in this section are descriptions of plans developed by the cities, counties, regional transportation planning organizations, ports, and transit agencies.

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TITLE: **Regional Transportation Plans**

REQUIRED BY: RCW 47.80.030

PREPARED BY: Regional Transportation Planning Organizations (RTPOs)

ADOPTED BY: RTPO Policy Board and submitted biennially to the WSDOT

NEXT UPDATE: Ongoing in all 14 RTPOs

DESCRIPTION

- Defines a regional transportation system within each RTPO
- Identifies existing or planned transportation facilities, services, and programs
- Establishes level of service standards for the regional system
- Recommends strategies for achieving those standards
- Includes a financial plan that is fiscally constrained
- Assesses regional development patterns, capital investment, and other measures
- Sets forth a proposed regional transportation approach, including capital investments, service improvements, programs, and transportation demand management measures
- Where appropriate, sets forth the relationship of high capacity transportation providers and other public transit providers and establishes responsibility for coordination of services and facilities.

PURPOSE

- To coordinate local comprehensive planning under RCW 36.70A with state transportation planning under RCW 47.06

<u>TITLE:</u>	High Capacity Transportation Plans
<u>REQUIRED BY:</u>	RCW 47.06.120 and RCW 81.104.060
<u>PREPARED BY:</u>	Regional Transit Authority (RTA) and Joint Regional Policy Committees.
<u>APPROVED BY:</u>	RTAs and County Commissioners
<u>NEXT UPDATE:</u>	None
<u>DESCRIPTION</u>	
•	The High Capacity Transportation Account is unfunded. Any further efforts under these statutes will require funding to be identified by future legislatures.

<u>TITLE:</u>	Local Comprehensive Plans
<u>REQUIRED BY:</u>	RCW 36.70A.040
<u>PREPARED BY:</u>	Applicable counties and cities
<u>APPROVED BY:</u>	County and city legislative authorities and submitted to the Department of Community, Trade, and Economic Development
<u>NEXT UPDATE:</u>	Ongoing in applicable counties and cities
<u>DESCRIPTION</u>	
<ul style="list-style-type: none"> • Developed by counties or cities that are required or choose to plan under RCW 36.70A.040 • Consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the plan • Must be internally consistent document and all elements shall be consistent with the future land use map • Each comprehensive plan shall include the following: <ul style="list-style-type: none"> – A land use element designating the proposed general distribution and general location and extent of uses of land – A housing element that includes an inventory and analysis of housing needs; preservation, improvement and development of housing; land for housing; and provisions for the needs of all economic segments of the community – A capital facilities plan element consisting of an inventory of existing capital facilities owned by public entities; a forecast of future needs; proposed locations and capacities of expanded or new capital facilities; a six-year financing plan; and a requirement to reassess the land use element if probable funding falls short – A utilities element consisting of the general and proposed location, and capacity of all existing and proposed utilities including electrical, telecommunications, and natural gas lines – Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest or mineral resources; the rural element shall permit land uses that are compatible with the rural character of such lands and provide for a variety of rural densities – A transportation element that implements and is consistent with the land use element. The transportation element shall include: (a) land use assumptions used in estimating travel and assessing impacts to state-owned transportation facilities; (b) level of service standards for local, regional and state transportation facilities; (c) a multi-year financial plan that is coordinated with the Washington State Department of Transportation's 6 year improvement program; (d) intergovernmental coordination efforts; and e) demand management strategies. – An economic development element establishing local goals, policies, objectives and provisions for economic growth and vitality and a high quality of life. – A park and recreation element that implements, and is consistent with, the capital facilities plan element. 	
<u>PURPOSE</u>	
<ul style="list-style-type: none"> • Fulfill the requirements of state law for coordinated and planned growth 	

<u>TITLE:</u>	Transit Development Plans
<u>REQUIRED BY:</u>	RCW 35.58.2795 and RCW 36.57A.070 (requires an original comprehensive plan for each new Public Transportation Benefit Area)
<u>PREPARED BY:</u>	Local transit authorities and regional transit authorities
<u>APPROVED BY:</u>	Local transit boards and submitted to the Department of Transportation
<u>NEXT UPDATE:</u>	Due annually in April
<u>DESCRIPTION</u>	<ul style="list-style-type: none">• Must be consistent with local and regional plans• Addresses how the local public transportation system will meet state and local planning priorities• Includes proposed capital improvements• Addresses significant operating changes• Includes a six-year financial plan• Requires at least one public hearing prior to submittal of the transit development plans to WSDOT.
<u>PURPOSE</u>	<ul style="list-style-type: none">• Ensures consistency of public transportation services with local, regional, and state plans• Targets resources to meet prioritized needs

TITLE: **Comprehensive Scheme of Harbor Improvements and Industrial Developments**

REQUIRED BY: RCW 53.20.010, 53.20.020 and 53.25.090

PREPARED BY: Port Districts

APPROVED BY: Port District Commission

NEXT UPDATE: No statutory requirement; updates are conducted by individual port districts as needed

DESCRIPTION

- Conducted by individual port districts
- Identifies current and future capital needs
- Includes a plan or description of how the port intends to implement and finance improvements
- Port districts that have an airport need to be consistent with Federal Aviation Administration criteria in their comprehensive planning process

PURPOSE

- Communicate and document the basis of the port district expenditures
- In some cases, meet planning criteria required for obtaining state or federal matching funds

<u>TITLE:</u>	Airport Master Plans
<u>REQUIRED BY:</u>	Federal Aviation Administration, to justify capital improvement project funding requests
<u>PREPARED BY:</u>	Airport owners
<u>APPROVED BY:</u>	Airport owners; Federal Aviation Administration accepts the Airport Master Plan but approves the Airport Layout Plan component of the master plan
<u>NEXT UPDATE:</u>	Master plans are usually updated every five years; however, this is not a fixed period and can be lengthened or shortened depending on the extent of change occurring

DESCRIPTION

- Prepared by individual airports as needed
- Identifies current and future airport activity
- Provides a development plan for meeting short-range and long-term needs
- A plan usually consists of the following components:
 - Inventory to identify existing conditions
 - Aviation demand forecast to identify future growth
 - Demand capacity analysis to assess improvement needs
 - Land use plan to evaluate on-airport and off-airport issues
 - Facilities plan that develops the airport layout and facility needs to accommodate anticipated growth
 - Capital improvement plan that identifies needed projects and how they will be funded over a five, 10 to 20-year period

PURPOSE

- Guide future airport development that will satisfy aviation demand in a financially feasible manner, while resolving aviation, environmental, and socioeconomic issues existing in the community

